

## SECOND/THIRD READING SUMMARY SHEET

ZONING CASE NUMBER: C814-2008-0087 – South Shore PUD

**REQUEST:** ZONING FROM: MF-3, MF-3-NP, and GR-NP ZONING TO: PUD and PUD-NP

Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code, zoning the property locally known as 1701 S. Lakeshore, 1801 S. Lakeshore, 1414 Arena Drive, 1333 Arena Drive, 1200 Tinnin Ford and 1201 Town Creek from MF-3, MF-3-NP, and GR-NP zoning to PUD and PUD-NP zoning.

Conditions met as follows: The Council approved the rezoning request on 1<sup>st</sup> reading with conditions that adjusted the allowable height for area 6 on the land use plan to 90 feet, and approved the PUD notes submitted to staff on 9/23/09. Council further instructed the applicant to work with staff to provide a range of affordable housing options for the project by 2<sup>nd</sup>/3<sup>rd</sup> readings.

The Ordinance and Restrictive Covenant reflect those conditions imposed by Council on 1<sup>st</sup> reading.

**CITY COUNCIL RECOMMENDATION:** 10/24/09 – Approved on 1<sup>st</sup> reading only (5-2; Morrison, Leffingwell; nay). The request was approved on 1<sup>st</sup> reading and reduced the height on area 6 of the land use plan to 90 feet. Council further instructed the applicant and staff to provide a range of options for the inclusion of affordable housing in the project to be discussed upon further readings.

**CITY COUNCIL MINUTES 10/24/09** - The public hearing was held open and the first reading of the ordinance for planned unit development-neighborhood plan (PUD-NP) combining district zoning with conditions and accepting the PUD land use plan submitted by the applicant to staff on September 23, 2009 was approved with the following friendly amendment on Council Member Cole's motion, Council Member Shade's second on a 5-2 vote. Those voting aye were: Mayor Pro Tem Martinez and Council Members Cole, Riley, Shade and Spelman. Those voting nay were: Mayor Leffingwell and Council Member Morrison. Direction was given to staff to work with the applicant prior to second reading to analyze and present a menu of affordable housing options for Council to consider on second reading.

A friendly amendment was made by Council Member Riley to reduce the maximum height of area six on the PUD use plan from 120 feet to 90 feet. This was accepted by the maker of the motion and Council Member Shade who seconded the motion.

**PROPERTY OWNER:** Grayco Town Lake Investments 2007, LP

**AGENT:** Drenner & Golden Stuart Wolff, LLP (Michele Rogerson)

**DATE OF FIRST READING/VOTE:** September 24, 2009

**CITY COUNCIL DATE:** August 27, 2009 (Postponed by Council)

September 24, 2009 (1<sup>st</sup> reading)

October 22, 2009 (2<sup>nd</sup>/3<sup>rd</sup> reading)

**CITY COUNCIL ACTION:** 9/24/09 1<sup>st</sup> reading (5-2; Morrison, Leffingwell; nay)

**ASSIGNED STAFF:** Stephen Rye

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## **ZONING CHANGE REVIEW SHEET**

**CASE: C814-2008-0087 – South Shore PUD**

**P.C. DATE:** February 10, 2009  
February 24, 2009  
May 12, 2009  
June 9, 2009  
June 23, 2009

**E.V. BOARD DATE:** January 10, 2009  
February 4, 2009  
February 18, 2009  
March 4, 2009

**ADDRESS:** 1701 S. Lakeshore, 1801 S. Lakeshore, 1414 Arena Drive, 1333 Arena Drive, 1200 Tinnin Ford and 1201 Town Creek

**OWNER/APPLICANT:** Grayco Town Lake Investments 2007, LP

**AGENT:** Drenner & Golden Stuart Wolff, LLP (Michele Rogerson)

**ZONING FROM:** MF-3, MF-3-NP, and GR-NP

**ZONING TO:** PUD and PUD-NP

**AREA:** 20.17 acres (87,843 sq.ft.)

**SUMMARY STAFF RECOMMENDATION:** Staff recommends Planned Unit Development District Zoning (PUD) and Planned Unit Development – Neighborhood Plan (PUD-NP) with the conditions outlined in the staff recommendation.

**ENVIRONMENTAL BOARD RECOMMENDATION:** (3/4/2009) – The EV Board recommended the environmental variance for a regional water detention pond to be built in the critical water quality zone and all conditions of the Traffic Impact Analysis (5-2; May, Neely).

**PLANNING COMMISSION RECOMMENDATION:** (6/24/2009) – The Planning Commission recommended the approval of staff recommendation with the following conditions:

Motion: To Approve Staff recommendation which includes the conditions of the Traffic Impact Analysis, and the recommendations of the Environmental Board, with the following additional conditions: (J. Reddy; C. Small - 2nd)

- 3 star Green Building;
- \$1,500,000 (or appropriate amount) affordability contribution to the Austin Housing Finance Corporation (or another designated entity) to provide affordable housing for senior citizens in another location

The following amendments were added to the original motion and approved:

Amendment: (Ewen)

- Before City Council hearing, the Applicant will meet with the Director of the City of Austin Transportation Department regarding transit potential.
- Staff and Applicant will work together to define and apply amenity features to on-site water quality pond, using the Central Market pond as a model, to guarantee superiority in terms of both aesthetics and functionality

- Staff and Applicant will work together to provide street cross-sections detailing bicycle and pedestrian plans, which will meet the intent of the Riverside Corridor Master Plan
- Parkland dedication fees shall be applied to a local project as agreed to by EROC and PARD
- The project's trails and paths will be congruent with others called for in the East Riverside Corridor Master Plan

Amendment: (Anderson)

- Affordable housing funds will be targeted at helping families at 30 – 50% MFI.

Amendment: (Dealey)

- Drive-through services are a prohibited use within the PUD.
- A pervious path will be located across tracts 1, 2 and 3 and will include one drinking fountain
- The ground floor uses for buildings adjacent to Lakeshore Boulevard will be limited to pedestrian uses per compliance with the Waterfront Overlay requirements

(6-3; D. Sullivan, M. Dealey, S. Kirk – Nay)

**CITY COUNCIL RECOMMENDATION:** 10/24/09 – Approved on 1<sup>st</sup> reading only (5-2; Morrison, Leffingwell; nay). The request was approved on 1<sup>st</sup> reading and reduced the height on area 6 of the land use plan to 90 feet. Council further instructed the applicant and staff to provide a range of options for the inclusion of affordable housing in the project to be discussed upon further readings.

**DEPARTMENT COMMENTS:** The Planned Unit Development (PUD) district is the designation for a large or complex single or multi-use development that is planned as a single contiguous project and that is under unified control. The purpose of a PUD district designation is to preserve the natural environment, encourage high quality development and innovative design, and ensure adequate public facilities and services for development within a PUD. A PUD district designation provides greater design flexibility by permitting modifications of site development regulations. Development under the site development regulations applicable to a PUD must be superior to the development that would occur under conventional zoning and subdivision regulations. A PUD district must include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints.

The South Shore PUD is comprised of approximately twenty acres and the applicant is proposing a high-density mixed-use project that includes land uses permitted in the MF-6 (Multifamily High Density zoning district). This development was analyzed as 1,380 dwelling units of multifamily and 97,000 square feet of commercial use for the purpose of the Traffic Impact Analysis. The number of MF units will be limited to 1,200 through a PUD note on the land use plan. The surrounding land uses and zoning are a mix of commercial and multifamily residential. The MF-6 base zoning and site development regulations are appropriate for this location, which is located along a core transit corridor (East Riverside Drive) and intersects with South Lakeshore Drive, designated as a 2-lane minor arterial.

The PUD proposal is a mixed-use development, including residential and commercial/retail components that will serve existing neighborhoods and future development in the area. The applicant proposes the MF-6 base district land uses and site development regulations. The applicant also seeks the inclusion of additional permitted commercial uses to be permitted within the PUD (Exhibit B).

The PUD will also comply with all Compatibility Standards established by the LDC and the South Lakeshore Subdistrict of the Waterfront Overlay.

Staff also supports the bicycle facilities and bicycle end-use-facilities as written in the PUD Land Use Plan related to bicycle facilities and bicycle end-of-use facilities.

### **STAFF RECOMMENDATION**

Staff recommends granting PUD and PUD-NP zoning (Planned Unit Development, Planned Unit Development-Neighborhood Plan district zoning) as requested by the applicant with the following conditions:

- On tracts 2, 3 and 4, for the structures adjacent to Lakeshore Boulevard, a building base wall is required that may not exceed a height of 40 feet. That portion of a structure built above the base wall and oriented toward Arena Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Lakeshore Boulevard to a maximum height of 90 feet on tracts 2, 3 and 4.
- Staff recommends a maximum building height of 120 feet on tract 6, located outside of the Waterfront Overlay district and not included in the adopted East Riverside/Oltorf Neighborhood Plan Future Land Use Map. Staff agrees to a maximum building height of 60 feet on tract 1 and tract 7.
- For the buildings located on tracts 2, 3 and 4, at least 60 percent of the net frontage length of the property within the PUD along Lakeshore Boulevard shall not consist of continuous building façade.
- For tracts 2 and 3 the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 180 feet from the Lakeshore Boulevard property line.
- The setback for tract 4 shall extend 100 feet from the Lakeshore Boulevard property line and the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 300 feet from the Lakeshore Boulevard line.
- The restrictive covenant includes all recommendations listed in the Traffic Impact Analysis memorandum and additional comments for transportation review.
- Staff recommends implementation of bicycle facilities and bicycle end-of-use facilities, as adopted in the City of Austin Bicycle Master Plan.

**EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	GR-NP, MF-3, MF-3-NP	Multi-family
<i>North</i>	MF-3-NP	Condominiums
<i>South</i>	GR-NP, GR-MU-CO-NP	Restaurant, Retail, Service Station
<i>West</i>	CS-1-NP	Retail, Cocktail Lounge
<i>East</i>	MF-3-NP, PUD-NP	Condominiums, Multifamily

**NEIGHBORHOOD PLANNING STUDY:** East Riverside/Oltorf Combined**TIA:** Yes**WATERSHED:** Town Lake**DESIRED DEVELOPMENT ZONE:** Yes**CAPITOL VIEW CORRIDOR:** No**HILL COUNTRY ROADWAY:** No**NEIGHBORHOOD ORGANIZATIONS:**

Southeast Austin Neighborhood Alliance  
East Riverside/Oltorf Neighborhood Plan Contact Team  
South River City Citizens Association  
The Crossing Gardenhome Owners Association  
Save Town Lake.Org  
Homeless Neighborhood Association  
Barton Springs/Edwards Aquifer Conservation District  
Austin Neighborhoods Council  
Waterfront Condominium HOA  
El Concilio, Coalition of Mexican American Neighborhoods Association

**SCHOOLS:**

Sanchez Elementary School  
Martin Middle School  
Austin High School

## **BASIS FOR RECOMMENDATION**

### ***1. The proposed zoning should be consistent with the purpose statement of the district sought.***

The Planned Unit Development (PUD) zoning district is intended for large or complex developments under unified control, planned as a single contiguous project. The PUD is intended to allow single or multi-use projects within its boundaries and provides greater design flexibility for development proposed within the PUD. Use of the PUD district should result in development superior to that which would occur using conventional zoning and subdivision regulations. PUD zoning is appropriate if the development enhances preservation of the natural environment; encourages high quality development and innovative design; and ensures adequate public facilities and services for development within the PUD. Staff finds that the South Shore PUD meets the purpose statement.

### ***2. Zoning changes should result in a balance of land uses, provide an orderly and compatible relationship among land uses and incorporates environmental protection measures.***

Staff recommends PUD zoning based on the following factors that make this project superior:

- The upgrading of Arena Drive from an urban roadway designation to a core transit corridor standards.
- The extension of Arena Drive to Tinnin Ford for improved neighborhood connectivity.
- A regional wet pond capturing 100 acres of storm water runoff from the existing neighborhood, removing Total Suspended Solids at a rate of 22,000 pounds/year, which exceeds the standard requirement of 9,500 pounds/year;
- 3 star level Green Building with 25% above energy code for the entire PUD ;
- Tree mitigation at 10% above standard requirement;
- Providing an Integrated Pest Management Plan;
- Providing Grow Green/Preferred Native/20% Non-Invasive Plant List practices;
- Landscaping at 10% above standard requirement.

The proposed PUD clusters residential and commercial services, provides additional environmental benefits, incorporates open space, and is located at the intersection of two arterial roadways.

### ***3. Granting of the request should result in an equal treatment of similarly situated properties.***

Zoning changes should promote compatibility with adjacent and nearby uses. In 2007, the City Council approved ordinance 20070503-050 for the Lakeshore PUD, a 50 acre adjacent property to the east that mirrors the South Shore PUD in height and mix of uses.

### ***4. Intensive multi-family zoning should be located on major arterials and highways.***

The request for MF-6 (Multifamily High Density base district zoning) is appropriate given the location is in close proximity to a major core transit corridor and major arterial (Riverside Drive) and possible location of future light rail expansion and Transit Oriented Development.

**5. *The following Goals and Objectives of the City of Austin Bicycle Plan are satisfied per the requirements as listed in the Ordinance and/or PUD Plan:***

The following Goals and Objectives of the City of Austin Bicycle Plan are satisfied per the requirements as listed in the Ordinance and/or PUD Plan:

**Goal 1 – The Bicycle Network**

Objective 1: Complete the City's Bicycle Network

**Objective 1.0.2** Eliminate gaps in the existing bicycle network to allow continuous bicycle travel in the Austin area.

1.0.2b New development that abuts or includes existing or planned City of Austin bicycle routes shall provide continuity of that route (and existing or planned bicycle facility) through the property, or seek an appropriate amendment to the Bicycle Plan as defined in this Plan (See Appendix H).

Objective 1.0.5 Make key operational improvements to the existing and recommended Bicycle Network.

1.0.5d Utilize innovative options to implement this plan, such as bicycle climbing lanes, lane diets, shared lane markings, colored bicycle lanes, advanced stop lines/bike boxes, road diets, etc.

**Goal 3 – End-of-Trip Facilities**

Objective 3: Increase Availability of End-of-Trip Facilities

**Objective 1.2.4** Require shower and locker facilities in new office developments or redevelopments

**East Riverside/Oltorf Combined Neighborhood Plan Goals  
Related to the South Shore PUD Proposal**

**Future Land Use**

The neighborhood plan notes (pg. 28) that increases in allowable height, setbacks and/or FAR shall be considered if significant community benefits regarding affordability and open space are met. The current PUD intends to increase open space, provide environmental benefits and the applicant is offering various options related to incorporating a significant affordability component.

**Planning Principles**

The neighborhood plan (pg. 27) seeks to protect the Lady Bird Lake shoreline and to prohibit the 'walling off' of the area by limiting height, density and massing of buildings along the shore. Staff recommends the utilization of design elements that will address the stepping back of building envelopes from shoreline and primary Waterfront Overlay setbacks.

**Multifamily Residential Guidelines**

The neighborhood plan (pg. 131) specifies urban design goals for multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking

scheme, provide public open space and include a variety of appropriate landscaping features. The PUD building design will seek to capitalize on open space areas and the protection of existing trees.

***Goal 2, Obj. 2.1***

Goal 2 seeks to increase home ownership opportunities that are compatible with surrounding properties. The area within the PUD boundaries is developed with apartments and currently does not offer any ownership opportunities. The Neighborhood Plan encourages redevelopment in the form of condos, townhouses, and single-family residences, which are traditionally owner-occupied. Tract 4 of the PUD plan is potentially slated for condominium residential development. The current plan shows a vertical integration of multifamily and retail, which is unlike standard multifamily development construction in the area.

***Goal 3, Obj. 3.1 R27***

Goal 3 calls for focus study of the East Riverside Corridor. The proposed study is underway and anticipates goals that are comparable with the proposed PUD (see below).

***Goal 4, Obj. 4.21***

Goal 4 encourages a balanced mix of uses. The PUD incorporates open space and residential uses along with approximately 97,000 square feet of commercial and retail uses to provide a diversity of land uses to the area.

***Goal 5, Obj. 5.6 R61***

Goal 5 seeks to improve connectivity across high traffic roadways to facilitate pedestrian traffic. The adopted PUD land use plan specifically speaks to the intersections of Lakeshore Boulevard, Town Creek Drive and Tinnin Ford Road, which are included within the PUD boundaries. The plan currently envisions increased connectivity between Riverside Drive, Arena Drive, Lakeshore Boulevard and Tinnin Ford Road, which is currently planned for in the PUD. The applicant plans to extend Arena Drive and connect it with Tinnin Ford Road, and shall be responsible for paying the proportionate share of cost to install a traffic signal with pedestrian crossing at Lakeshore Boulevard and Tinnin Ford Road.

***Goal 6, Obj. 6.4***

Goal 6 encourages the preservation and promotion of public access to the waterfront. The PUD plan will create several additional pedestrian paths through the interior of the PUD boundaries as well as pedestrian crossings of Lakeshore Boulevard to the waterfront. Public access shall be provided via sidewalks connecting Arena Drive and Lakeshore Boulevard. In addition, the primary public front entrance to buildings in Areas 2, 3 and 4 shall be oriented toward Arena Drive.

***Goal 6, Obj. 6.4 R77***

The neighborhood plan seeks to support the existing Waterfront Overlay primary setback of 50 feet. The PUD plan meets the 50 foot setback requirement for tracts 1, 2 and 3 and increases the setback to 100 feet for tract 4.

***Goal 6, Obj. 6.4 R80***

The plan also calls for the stepping up of building height as they move away from the waterfront. Staff recommends the utilization of design elements that will address the stepping back of building envelopes from shoreline and primary Waterfront Overlay setbacks (see below).



***Goal 6, Obj. 6.4 R80, R81***

This objective recommends the limiting of building heights on properties adjacent to Lakeshore Boulevard to 3 stories or 40 feet. For the PUD structures on tracts 2, 3 and 4, the structures adjacent to Lakeshore Boulevard, a building basewall is required with a minimum height of 40 feet. That portion of a structure built above the basewall and oriented toward Arena Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Lakeshore Boulevard to a maximum height of 90 feet on tracts 2, 3 and 4.

***Goal 6, Obj. 6.4 R86***

Goal 6 also speaks to the sight lines of parking structures. The plan requests that parking structures be screened from view or to be placed underground. The PUD proposes both underground parking and structures that are screened from view. All parking for such buildings in the PUD boundaries shall be located either: (i) sub-grade or partially sub-grade; or (ii) wrapped by usable square footage within the project, such as retail or office space, a sales office, management office, leasing office, recreational facilities or other amenities within the building or any other pedestrian oriented use as defined by City Code as long as such garage is architecturally integrated with the associated building.

***Goal 6, Obj. 6.4 R87***

The neighborhood plan recommends that permitted uses include all uses allowed in MF-6 and below, and any uses permitted in GO (with the exceptions of communications services and communication service facilities, local utility services, hospital service, and off-site accessory parking). The applicant has requested a base zoning of MF-6 and permitted commercial uses allowed in GR. The staff recommends this request to encourage owner-occupied housing and commercial/retail redevelopment.

***Goal 6, Obj. 6.4 R89***

The plan also calls for the protection of mature trees along the north and south sides of Lakeshore Boulevard. These trees were given to the City of Austin Parks Department in 1990 by LRCA and now provide street canopy for Lakeshore Boulevard within the PUD boundaries. The applicant has agreed to the protection of mature trees and to commit to 10% above the required amount of tree mitigation for smaller trees.

**Draft East Riverside Corridor Master Plan Goals  
Related to South Shore PUD Proposal**

**Mixed Use**

- The adopted East Riverside/Oltorf Combined Neighborhood Plan Future Land Use Map identifies the tracts adjoining Lakeshore Drive as mixed-use.
- The draft version of the East Riverside Corridor Master Plan currently envisions mixed use and multifamily for the PUD tracts

**Street Network:**

- A connected street network is an important goal of the East Riverside Corridor Plan because it creates a balance between all modes of transportation, including by foot, bicycle, transit, as well as vehicle.
- The plan currently envisions increased connectivity between Riverside, Arena, Lakeshore and Tinnin Ford, which is currently planned for in the PUD. The applicant plans to extend Arena Drive and connect it with Tinnin Ford Road, and shall be responsible for paying the

proportionate share of cost to install a traffic signal at Lakeshore Boulevard and Tinnin Ford Road.

**Pedestrian Improvements:**

- Streetscape improvements such as following Core Transit Corridor standards are consistent with the E. Riverside Corridor master plan goal of improving pedestrian amenities. The applicant will provide additional pedestrian connection between Arena Drive and Lakeshore Boulevard and bicycle lanes along each side of Lakeshore Boulevard between Riverside Drive and Tinnin Ford Road.
- Recommendation that sidewalk standards for internal drives follow Urban Roadway standards

**Height:**

Participants in the planning process do seem to be somewhat comfortable with higher heights near potential future transit hubs. As part of a survey that was conducted at public meetings and online, 77% of participants highly support or support the idea that higher concentrated infill/redevelopment should occur in a series of "development nodes" around transit stops focusing new retail, office and residential uses.

**Reactions to Existing Conditions in E. Riverside Corridor area:**

As part of the East Riverside Corridor master planning process, which is not yet complete, participants in the process were asked to rank images with descriptions from -10 to +10, depending on how appropriate the images are for the East Riverside Corridor area in the future.

A number of images of existing conditions were shown, with these results:

Existing Riverside Drive with Views to Austin -3

Existing Multi-family Rehabbed Housing -1

Existing Garden Apartments -3

There were also images showing conditions that do not exist today in the E. Riverside Corridor area.

There are the results for some of those images:

Multi-story buildings at Transit Stop with Views to Downtown (not existing) +6

Sidewalk with Green Buffer (not existing) +7

3-4 Story Residential/Retail (not existing) +5

Traditional Multi-Story Housing (not existing) +5

**Summary:**

To be consistent with the adopted East Riverside/Oltorf Neighborhood Plan and the initial goals that have been identified as part of the East Riverside Corridor plan, the South Shore PUD should result in development superior to that which would occur using conventional zoning and subdivision regulations. PUD zoning is appropriate if the development enhances preservation of the natural environment; encourages high quality development and innovative design; and ensures adequate public facilities and services for development within the PUD. Staff recommends granting PUD and PUD-NP zoning (Planned Unit Development, Planned Unit Development-Neighborhood Plan district zoning) as requested by the applicant with the following conditions:

For the structures on tracts 2, 3 and 4, the structures adjacent to Lakeshore Boulevard, a building base wall is required that may not exceed a height of 40 feet. That portion of a structure built above the base wall and oriented toward Arena Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the base wall with the base of the angle being a horizontal

plane extending from the line parallel to and away from the surface of Lakeshore Boulevard to a maximum height of 90 feet on tracts 2, 3 and 4.

Staff would not object to a maximum building height of 120 feet on tract 6, located outside of the Waterfront Overlay district and not included in the adopted East Riverside/Oltorf Neighborhood Plan Future Land Use Map. Staff agrees to a maximum building height of 60 feet on tract 1 and tract 7.

Staff further recommends that for the buildings located on tracts 2, 3 and 4, at least 60 percent of the net frontage length of the property within the PUD along Lakeshore Boulevard shall not consist of continuous building façade.

For tracts 2 and 3 the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 180 feet from the Lakeshore Boulevard property line.

The setback for tract 4 shall extend 100 feet from the Lakeshore Boulevard property line and the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 300 feet from the Lakeshore Boulevard line.

The restrictive covenant includes all recommendations listed in the Traffic Impact Analysis memorandum.

**CITY COUNCIL DATE:** August 27, 2009  
September 24, 2009  
October 22, 2009

**ACTION:** Postponed by Council  
Approved 1<sup>st</sup> reading only

**ORDINANCE READINGS:** 1st 9/24/09

2<sup>nd</sup> 10/22/09

3<sup>rd</sup> 10/22/09

**ORDINANCE NUMBER:**

**CASE MANAGER:** Stephen Rye

**PHONE:** 974-7604  
[stephen.rye@ci.austin.tx.us](mailto:stephen.rye@ci.austin.tx.us)

## **PUD Superior Items**

### **Connectivity/Commercial Design Standards**

- Upgrading of Arena Drive from an urban roadway designation to a core transit corridor standards
- Extension of Arena Drive to Tinnin Ford Road for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of driveways connecting Arena Drive to Lakeshore Boulevard for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of Elmont Drive to Lakeshore Boulevard as a driveway for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of bicycle lanes along both sides of Arena Drive and along both sides of Lakeshore Boulevard beyond the boundaries of the PUD
- Providing for a bicycle and pedestrian trail as a feature of the proposed regional wet pond
- Promotion of access to the waterfront by prohibiting gates within the PUD
- Providing for a pedestrian crosswalk on Lakeshore Drive (subject to City of Austin approval)

### **Water Quality**

- A regional wet pond capturing 100 acres of storm water runoff from the existing neighborhood, removing Total Suspended Solids at a rate of 22,000 pounds/year, which exceeds the standard requirement of 9,500 pounds/year
- Regional wet pond designed as an amenity with required landscaping
- Providing for partial onsite treatment via wet pond and water quality controls such as vegetative filter strips, rain gardens and berms

### **Trees/Landscaping**

- Tree mitigation at 10% above standard requirement;
- Preservation of 21 of 26 LCRA trees along Lakeshore Boulevard with remaining to be transplanted
- Landscaping at 10% above standard requirement
- Providing Grow Green/Preferred Native/20% Non-Invasive Plant List practices
- Providing an Integrated Pest Management Plan

### **Open Space/Parkland**

- Increasing Waterfront Overlay primary setback from 50 feet to 100 feet for Area 4
- Providing 20% open space
- Parkland Dedication (\$897,000 based upon 1,380 units)
- Providing for a \$200,000 donation to either fund a study of a bridge across Lady Bird Lake or fund the proposed boardwalk
- Capping impervious cover to the existing level of 74%
- Expanding urban open space with pedestrian and bicycle connections and plazas throughout the PUD

### **Green Building**

- 3 star level Green Building with 25% above energy code for the entire PUD

**Affordability**

- Three options proposed by applicant to be determined by Council:
  1. 10% of units at 80% MFI
  2. \$1,500,000 contribution to the Austin Housing Finance Corporation (or another designated entity) to provide affordable housing for senior citizens in another location
  3. An equivalent value of options 1 and 2

**Community Amenities/Public Facilities/Art**

- Providing for a minimum of 1,000 square feet of rent free space for either fire protection, emergency services or police facilities
- Providing for a minimum of 1,000 square feet of rent free space for either community meetings, day care facilities or non-profit organizations
- Providing for three public plazas with public art approved by the Art in Public Spaces Program

**Local Small Business**

- Providing for 10% of the total retail square footage at below market value to a locally-owned or small business

**Historic Preservation**

- A contribution of \$25,000 to the Austin Parks Foundation is proposed for the preservation of the Norwood House on Riverside Drive

**Building Design/Parking/Accessibility**

- A building basewall of 40 feet with a 70 degree angle step-back is required for Areas 2, 3 & 4
- Building coverage is limited to 60% for portions of Areas 2, 3 & 4
- The minimum building design points required by the Commercial Design Standards will be exceeded
- Pedestrian oriented uses will be provided on the ground floor of mixed uses buildings
- Surface parking lots are prohibited
- Parking structures will be either subgrade, partially subgrade, surrounded by usable space or architecturally integrated
- 75% of the ground floor of the building frontages of the parking structure facing the principal street will contain a pedestrian oriented use
- Exceeding accessibility requirements by providing for 2.5% of the total units to be available for persons with disabilities (25% increase above requirement)

**Transportation**

- Providing for 3 dedicated parking spaces for use by the Austin CarShare Program

**Austin Bicycle Plan**

- Providing approximately \$18,000 for bicycle facilities beyond code requirement
- Bicycle Program signoff for bicycle rack location
- Providing additional bicycle routes not in adopted Bicycle Plan
- Providing shower facilities to encourage bicycle commuting
- Providing additional 5% bicycle parking beyond code requirement

**Waterfront Overlay Regulations  
Related to the South Shore PUD Proposal**

***§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Setback Regulations***

- The PUD meets the required 50 foot setback south of Lakeshore Boulevard for Areas 1, 2 3 and 5 and increases the setback to 100 feet for Area 4

***§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Height Regulations***

- The existing PUD area within the Waterfront Overlay includes a base zoning district of MF-3 (40 feet height). The PUD proposes a base district of MF-6, which allows for 90 feet in height. The areas of the PUD within the Waterfront Overlay are proposed as 60 feet in height for Area 1 and 90 feet in height with a 40 foot basewall and 70 degree angle stepback for Areas 2, 3 and 4. PUD zoning is not superseded by the height limitations of the Waterfront Overlay. The PUD proposes several items of superiority as a basis for increased height.

***§ 25-2-721 Waterfront Overlay Combining District Regulations on Parking Structures and Park Facilities***

- The PUD proposes to conform to the primary setback with no parking areas or structures proposed. The PUD does not propose any park facilities within the primary setback.
- The PUD proposes to prohibit surface parking.
- The PUD proposes to provide all parking structures either subgrade, partially subgrade, surrounded by usable space of architecturally integrated. The PUD is not adjacent to Town Lake, the Colorado River, parkland, or a creek named in this part.

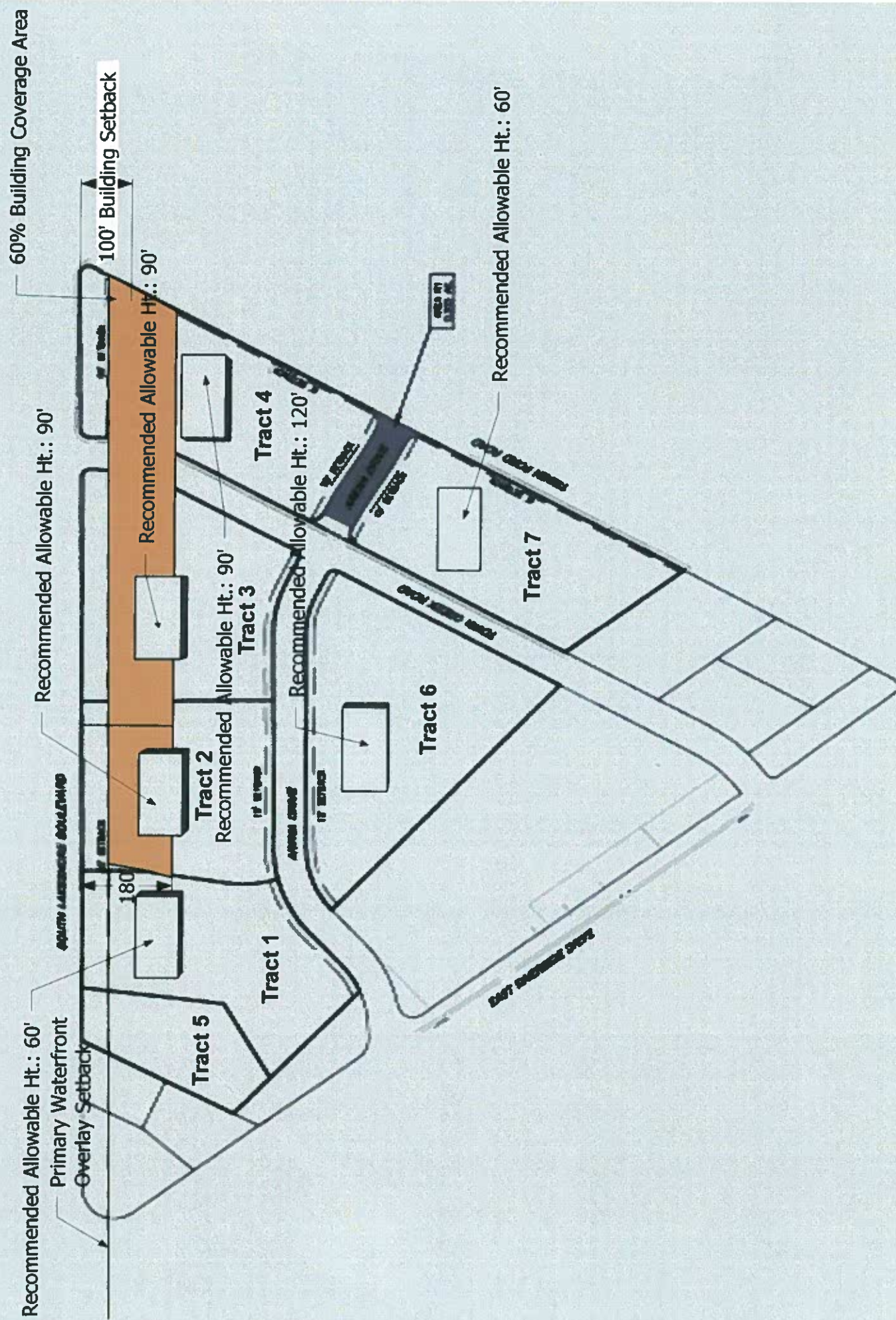
***§ 25-2-721 Waterfront Overlay Combining District Regulations on Design Standards***

- The PUD intends to comply with design standards for buildings per this section. The PUD is across the street from public parkland and proposes to exceed the basewall requirement by requiring a 40 foot basewall with the portion of a structure built above the basewall oriented toward Arena Drive within an envelop delineated by starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from the line parallel to an away from the surface of Lakeshore Boulevard to a maximum height of 90 feet for Areas 2, 3 and 4.











## **PUD Superior Items**

### **Connectivity/Commercial Design Standards**

- Upgrading of Arena Drive from an urban roadway designation to a core transit corridor standards
- Extension of Arena Drive to Tinnin Ford Road for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of driveways connecting Arena Drive to Lakeshore Boulevard for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of Elmont Drive to Lakeshore Boulevard as a driveway for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of bicycle lanes along both sides of Arena Drive and along both sides of Lakeshore Boulevard beyond the boundaries of the PUD
- Providing for a bicycle and pedestrian trail as a feature of the proposed regional wet pond
- Promotion of access to the waterfront by prohibiting gates within the PUD
- Providing for a pedestrian crosswalk on Lakeshore Drive (subject to City of Austin approval)

### **Water Quality**

- A regional wet pond capturing 100 acres of storm water runoff from the existing neighborhood, removing Total Suspended Solids at a rate of 22,000 pounds/year, which exceeds the standard requirement of 9,500 pounds/year
- Regional wet pond designed as an amenity with required landscaping
- Providing for partial onsite treatment via wet pond and water quality controls such as vegetative filter strips, rain gardens and berms

### **Trees/Landscaping**

- Tree mitigation at 10% above standard requirement;
- Preservation of 21 of 26 LCRA trees along Lakeshore Boulevard with remaining to be transplanted
- Landscaping at 10% above standard requirement
- Providing Grow Green/Preferred Native/20% Non-Invasive Plant List practices
- Providing an Integrated Pest Management Plan

### **Open Space/Parkland**

- Increasing Waterfront Overlay primary setback from 50 feet to 100 feet for Area 4
- Providing 20% open space
- Parkland Dedication (\$897,000 based upon 1,380 units)
- Providing for a \$200,000 donation to either fund a study of a bridge across Lady Bird Lake or fund the proposed boardwalk
- Capping impervious cover to the existing level of 74%
- Expanding urban open space with pedestrian and bicycle connections and plazas throughout the PUD

### **Green Building**

- 3 star level Green Building with 25% above energy code for the entire PUD

**Affordability**

- Three options proposed by applicant to be determined by Council:
  1. 10% of units at 80% MFI
  2. \$1,500,000 contribution to the Austin Housing Finance Corporation (or another designated entity) to provide affordable housing for senior citizens in another location
  3. An equivalent value of options 1 and 2

**Community Amenities/Public Facilities/Art**

- Providing for a minimum of 1,000 square feet of rent free space for either fire protection, emergency services or police facilities
- Providing for a minimum of 1,000 square feet of rent free space for either community meetings, day care facilities or non-profit organizations
- Providing for three public plazas with public art approved by the Art in Public Spaces Program

**Local Small Business**

- Providing for 10% of the total retail square footage at below market value to a locally-owned or small business

**Historic Preservation**

- A contribution of \$25,000 to the Austin Parks Foundation is proposed for the preservation of the Norwood House on Riverside Drive

**Building Design/Parking/Accessibility**

- A building base wall of 40 feet with a 70 degree angle step-back is required for Areas 2, 3 & 4
- Building coverage is limited to 60% for portions of Areas 2, 3 & 4
- The minimum building design points required by the Commercial Design Standards will be exceeded
- Pedestrian oriented uses will be provided on the ground floor of mixed uses buildings
- Surface parking lots are prohibited
- Parking structures will be either subgrade, partially subgrade, surrounded by usable space or architecturally integrated
- 75% of the ground floor of the building frontages of the parking structure facing the principal street will contain a pedestrian oriented use
- Exceeding accessibility requirements by providing for 2.5% of the total units to be available for persons with disabilities (25% increase above requirement)

**Transportation**

- Providing for 3 dedicated parking spaces for use by the Austin CarShare Program

**Waterfront Overlay Regulations  
Related to the South Shore PUD Proposal**

***§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Setback Regulations***

- The PUD meets the required 50 foot setback south of Lakeshore Boulevard for Areas 1, 2 3 and 5 and increases the setback to 100 feet for Area 4

***§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Height Regulations***

- The existing PUD area within the Waterfront Overlay includes a base zoning district of MF-3 (40 feet height). The PUD proposes a base district of MF-6, which allows for 90 feet in height. The areas of the PUD within the Waterfront Overlay are proposed as 60 feet in height for Area 1 and 90 feet in height with a 40 foot base wall and 70 degree angle stepback for Areas 2, 3 and 4. PUD zoning is not superseded by the height limitations of the Waterfront Overlay. The PUD proposes several items of superiority as a basis for increased height.

***§ 25-2-721 Waterfront Overlay Combining District Regulations on Parking Structures and Park Facilities***

- The PUD proposes to conform to the primary setback with no parking areas or structures proposed. The PUD does not propose any park facilities within the primary setback.
- The PUD proposes to prohibit surface parking.
- The PUD proposes to provide all parking structures either subgrade, partially subgrade, surrounded by usable space of architecturally integrated. The PUD is not adjacent to Town Lake, the Colorado River, parkland, or a creek named in this part.

***§ 25-2-721 Waterfront Overlay Combining District Regulations on Design Standards***

- The PUD intends to comply with design standards for buildings per this section. The PUD is across the street from public parkland and proposes to exceed the base wall requirement by requiring a 40 foot base wall with the portion of a structure built above the base wall oriented toward Arena Drive within an envelop delineated by starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from the line parallel to an away from the surface of Lakeshore Boulevard to a maximum height of 90 feet for Areas 2, 3 and 4.







**SOUTH SHORE PUD – C814-2008-0087**  
**Basis for Superiority and Recommendation**

Item	Code Requirement	PUD Proposal	Superiority
<b>Connectivity (Vehicular)</b>	<ul style="list-style-type: none"> <li>Commercial Design Standards</li> </ul>	<ol style="list-style-type: none"> <li>Extension of Arena Drive to Tinnin Ford</li> <li>Extension of Elmont Drive (via driveway) to Lakeshore Blvd.</li> <li>Additional driveways connecting Arena Drive to Lakeshore Blvd.</li> <li>Orientation of the Arena Drive extension to coordinate with the major driveway on the 50 acre PUD to the east</li> </ol>	<ul style="list-style-type: none"> <li>Extending vehicular connections when not required (beyond standard CDS compliance)</li> <li>Orienting extension of Arena Drive to major driveway within 50-acre project to the east, greatly assisting connectivity between the two properties (70 acres total)</li> </ul>
<b>Connectivity (Bike)</b>  <b>TIA</b> <b>PUD Note 29</b>	<ul style="list-style-type: none"> <li>2009 Bike Master Plan</li> <li>Not Required</li> </ul> <p>Note: 2008 PUD Tier 1i</p>	<ol style="list-style-type: none"> <li>Extension of bike lanes (dual) along Arena Drive to Town Creek</li> <li>Extension of bike lanes (dual) along Lakeshore Blvd. from Riverside Drive to Tinnin Ford</li> <li>Extension of bike lanes (dual) along Town Creek from Arena Drive to Lakeshore Blvd.</li> <li>Creation of bike and pedestrian trail from Arena Drive along eastern edge of wet pond to Lakeshore Blvd.</li> </ol>	<ul style="list-style-type: none"> <li>Extending bike connections when not required (beyond property boundaries and along both sides of Lakeshore Blvd. from Riverside Drive to Tinnin Ford)</li> <li>Extending bike connections along both sides of Arena Drive and northern portion of Town Creek to Lakeshore Blvd.</li> </ul>
<b>Connectivity (Pedestrian)</b>  <b>PUD Notes 17, 20 &amp; 27</b>	<ul style="list-style-type: none"> <li>Not Required</li> </ul> <p>Note: 2008 PUD Tier 1i</p>	<ol style="list-style-type: none"> <li>Gated community prohibited</li> <li>Extension of sidewalks along Arena Drive from Riverside to Town Creek (dual)</li> <li>Dedication of ROW and extension of sidewalks along Arena Drive from Town Creek to Tinnin Ford</li> <li>Extension of sidewalks from Arena Drive to Lakeshore Blvd. along two</li> </ol>	<ul style="list-style-type: none"> <li>Extending pedestrian connections when not required (beyond Commercial Design Standards for Urban Roadways)</li> </ul>

		driveways 5. Extension of bike and pedestrian trail from Arena Drive along eastern edge of wet pond to Lakeshore Blvd. 6. Pedestrian crossing on Lakeshore Blvd. to be provided (if allowed by COA)	
<b>Water Quality</b> <b>PUD Notes 15, 21, 23, 24 &amp; 29</b> <b>Need one for onsite</b>	<ul style="list-style-type: none"> <li>▪ Sed/Fill Pond (on-site capture only)</li> <li>▪ Environmental Preservation Not Required Note: 2008 PUD Tier 1F</li> </ul>	1. Regional wet pond capturing 100 acres of offsite drainage removing TSS of approximately 22,000 lbs/yr (exceeds on-site standard of 9,500 lbs/yr) 2. Partial on-site capture with wet pond and Innovative Water Quality Methods (ECM 1.6.7) 3. Wet pond designed as an "amenity" with required landscaping	<ul style="list-style-type: none"> <li>▪ Providing for a regional wet pond when not required (and not seeking cost recovery funds from the City)</li> <li>▪ Exceeds TSS removal by more than 250%</li> <li>▪ Providing for partial on-site treatment via wet pond, vegetative filter strips, raingardens and berms</li> <li>▪ Wet pond required to be landscaped as an "amenity" with fencing by Code only</li> </ul>
<b>Trees</b> <b>PUD Notes 22 &amp; 28</b>	<ul style="list-style-type: none"> <li>▪ 1,097 inches required to be mitigated</li> <li>▪ Environmental Preservation Not Required Note: 2008 PUD Tier 1F &amp; K</li> </ul>	1. Exceed mitigation/replacement requirement by 10% 2. Preservation of LCRA trees along Lakeshore Blvd. A. All trees will remain in place except for 110 inches B. 110 inches to be transplanted if recommended by City Arborist	<ul style="list-style-type: none"> <li>▪ Increasing inches to be mitigated beyond standard requirement by 10%</li> <li>▪ 21 of 26 LCRA trees to be preserved in place. Other 5 LCRA trees to be transplanted if recommended by City Arborist</li> <li>▪ Existing impervious cover removed from primary setback to allow for better tree growth</li> </ul>
<b>Austin Green Builder Program</b> <b>PUD Note 13</b>	<ul style="list-style-type: none"> <li>▪ Not Required Note: 2008 PUD Tier 1D</li> </ul>	<ul style="list-style-type: none"> <li>▪ 2-Star Green Builder</li> </ul>	<ul style="list-style-type: none"> <li>▪ Meeting Green Building regulations that are only required by new PUD ordinance</li> </ul>
<b>Grow Green Landscaping</b>	<ul style="list-style-type: none"> <li>▪ Not Required</li> </ul>	1. 80% of the site will be native species with a prohibition of invasive plants on	<ul style="list-style-type: none"> <li>▪ Applying Grow Green regulations when not required</li> </ul>



<b>PUD Note 12</b>	<ul style="list-style-type: none"> <li>Exceed Landscaping Code Not Required Note: 2008 PUD Tier 1H</li> </ul>	<ul style="list-style-type: none"> <li>the remaining 20% 2. Providing for 10% above minimum landscaping requirements</li> </ul>	<ul style="list-style-type: none"> <li>Exceeding landscaping code when not required</li> </ul>
<b>Integrated Pest Management Plan PUD Note 26</b>	<ul style="list-style-type: none"> <li>Not Required</li> </ul>	<ul style="list-style-type: none"> <li>IPM Plan to be provided</li> </ul>	<ul style="list-style-type: none"> <li>Applying an IPM Plan when not required</li> </ul>
<b>Impervious Cover PUD Note 4</b>	<ul style="list-style-type: none"> <li>80% Gross for MF-6 in Urban Watershed</li> </ul>	<ul style="list-style-type: none"> <li>74% Gross</li> </ul>	<ul style="list-style-type: none"> <li>Limiting impervious cover to existing level when not required</li> </ul>
<b>Open Space PUD Notes 19 &amp; 24</b>	<ul style="list-style-type: none"> <li>Waterfront Overlay               <ul style="list-style-type: none"> <li>2% Open Space Required by Commercial Design Standards</li> <li>Pre and Post 2008 PUD (Tier 1C and Tier 2) requires:                   <ul style="list-style-type: none"> <li>10% Residential</li> <li>15% Industrial</li> <li>20% Commercial</li> </ul> </li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li>Wet pond area (landscaped as an amenity) shall serve as open space</li> <li>Increased setback (100 feet instead of 50 feet) from Lakeshore Blvd. on Area 4 shall serve as open space</li> <li>Additional useful urban open space is provided by the following:               <ol style="list-style-type: none"> <li>New driveways, sidewalks and bike routes (Arena Drive to Tinnin Ford; 2 driveways connections from Arena Drive and Lakeshore Blvd.)</li> <li>Expanded activity nodes at the intersections of Arena Drive and (i) the 2 driveways to Lakeshore Blvd. and (ii) Town Creek</li> </ol> </li> </ol>	<ul style="list-style-type: none"> <li>Providing for increased waterfront overlay setback</li> <li>Providing for increased open space with pedestrian, bike and road connections</li> <li>Providing for 20% open space for mixed use despite loss of open space for access and connections to Lady Bird Lake</li> </ul>
<b>Affordability PUD Note 30</b>	<ul style="list-style-type: none"> <li>Not Required Note: 2008 PUD Tier 2</li> </ul>	<ol style="list-style-type: none"> <li>At the City's option, either:               <ol style="list-style-type: none"> <li>Provide 10% of the MF units (above existing MF-3 density) at 80% of MFI;</li> </ol> </li> </ol>	<ul style="list-style-type: none"> <li>Providing for affordable housing when not required</li> </ul>

		<p>B. Provide \$1,500,000 in funds to the Austin Housing Finance Corporation or another designated entity to provide affordable housing for senior citizens at another location; or</p> <p>C. A value equivalent combination of either of the options listed above.</p>	
<b>Public Facilities</b> <b>PUD Note 31</b>	<ul style="list-style-type: none"> <li>Not Required Note: 2008 PUD Tier 1 G</li> </ul>	<ul style="list-style-type: none"> <li>Provide, on a rent-free basis, a minimum of 1,000 square feet of usable space for either fire protection, emergency service or police facilities</li> </ul>	<ul style="list-style-type: none"> <li>Providing for public facilities when not required</li> </ul>
<b>Community Amenities</b> <b>PUD Note 32</b>	<ul style="list-style-type: none"> <li>Not Required Note: 2008 PUD Tier 2</li> </ul>	<ul style="list-style-type: none"> <li>Provide, on a rent-free basis, a minimum of 1,000 square feet of usable space for either community meetings, day care facilities or non-profit organizations</li> </ul>	<ul style="list-style-type: none"> <li>Providing space for community amenities when not required on a rent free basis</li> </ul>
<b>Local Small Business</b> <b>PUD Note 33</b>	<ul style="list-style-type: none"> <li>Not Required Note: 2008 PUD Tier 2</li> </ul>	<ul style="list-style-type: none"> <li>Provide a minimum of 10% of the total retail space for a locally-owned small business at a rental rate below market value</li> </ul>	<ul style="list-style-type: none"> <li>Providing for space at below market rent for a local small business when not required</li> </ul>
<b>Historic Preservation</b> <b>PUD Notes 28 and 34</b>	<ul style="list-style-type: none"> <li>Not Required Note: 2008 PUD Tier 2</li> </ul>	<ol style="list-style-type: none"> <li>Preserve LCRA trees, as described above under Trees Section</li> <li>Contribute \$25,000 to the Austin Parks Foundation for the preservation of the Norwood House</li> </ol>	<ul style="list-style-type: none"> <li>Commitment to preserve LCRA trees when not required</li> <li>Financial commitment to the renovation of a nearby historic structure located on parkland when not required</li> </ul>
<b>Building Design</b> <b>PUD Notes 18, 19, 36 &amp; 37</b>	<ul style="list-style-type: none"> <li>Waterfront Overlay</li> <li>Commercial Design Standards Basic Points</li> <li>Exceeding Design</li> </ul>	<ol style="list-style-type: none"> <li>Proposed 40 foot base wall with 70 degree angle setback for Areas 2, 3 &amp; 4</li> <li>Building Coverage shall not exceed 60% from the 50 foot setback to 180 feet from Lakeshore Blvd for Areas 2 &amp; 3</li> </ol>	<ul style="list-style-type: none"> <li>Exceeding Commercial Design Standards and Waterfront Overlay Design Standards when not required</li> </ul>

	<p>Points – Not Required Note: 2008 PUD Tier 2</p> <ul style="list-style-type: none"> <li>▪ Ped Oriented Uses on Ground Floor of Mixed Use Buildings -Not Required</li> </ul> <p>Note: 2008 PUD Additional Tier 1C)</p>	<p>3. Building Coverage shall not exceed 60% from 50 foot setback to 300 feet from Lakeshore Blvd.</p> <p>4. Exceed the minimum points for building design by:</p> <ul style="list-style-type: none"> <li>A. 2 Star Green Building (2 points)</li> <li>B. Providing for liner stores in building façade (1+ points)</li> <li>C. Providing primary entrance design (1 point)</li> <li>D. Providing for roof design (1 point);</li> <li>E. Providing for building materials meeting the standards outlined (1 point)</li> </ul> <p>5. Providing for pedestrian oriented uses on the ground floor of mixed use buildings</p>	
<p><b>Parking Structure Frontage</b></p> <p><b>PUD Notes 18 &amp; 19</b></p>	<ul style="list-style-type: none"> <li>▪ Waterfront Overlay</li> <li>▪ Not Required</li> </ul> <p>Note: 2008 PUD Tier 2</p>	<p>1. No surface parking lots shall be allowed</p> <p>2. Other than on-street parking, all parking shall either be sub-grade, partially sub-grade, surrounded by usable space or architecturally integrated</p> <p>3. 75% of the ground floor of the building frontage of the parking structure facing the principal street must contain a pedestrian oriented use</p>	<ul style="list-style-type: none"> <li>▪ Committing to increased design and use of parking structures when not required</li> </ul>
<p><b>Accessibility</b></p> <p><b>PUD Note 38</b></p>	<ul style="list-style-type: none"> <li>▪ Standard TAS Required</li> </ul>	<ul style="list-style-type: none"> <li>▪ Providing for 2.5% of the units to be available for persons with disabilities (a 25% increase above the requirements)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Providing for additional accessible units beyond standard requirement</li> </ul>

	<ul style="list-style-type: none"> <li>Exceeding – Not Required Note: 2008 PUD Tier 2</li> </ul>			
<b>Art</b> <b>PUD Note 39</b>	<ul style="list-style-type: none"> <li>Not Required Note: 2008 PUD Tier 2</li> </ul>	<ul style="list-style-type: none"> <li>Providing for 3 public plazas along Arena Drive where public art will be provided as approved by Art in Public Places Program</li> </ul>	<ul style="list-style-type: none"> <li>Providing for multiple locations for public art to enhance community space</li> </ul>	
<b>Transportation</b> <b>TIA</b>	<ul style="list-style-type: none"> <li>TIA Improvements               <ul style="list-style-type: none"> <li>Additional Transportation Features – Not Required Note: 2008 PUD Tier 2</li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li>Shall participate in transportation improvements on 6 intersections including 1 traffic signal and striping on 3 roads;</li> <li>The frontage along Riverside Drive was removed from the PUD to allow future planning of such area following further City planning on a possible future rail corridor along Riverside Drive</li> <li>Providing for a dedicated parking space for use by the Austin CarShare program</li> </ol>	<ul style="list-style-type: none"> <li>Providing for transportation improvements required by traffic generated</li> <li>Providing for a dedicated CarShare space when not required</li> </ul>	
<b>Commercial Design Standards</b> <b>PUD Note 25</b>	<ul style="list-style-type: none"> <li>Urban Roadway</li> </ul>	<ul style="list-style-type: none"> <li>Arena Drive to be Core Transit Corridor (15-foot vs. 12-foot in width)</li> </ul>	<ul style="list-style-type: none"> <li>Upgrading an Urban Roadway to a Core Transit Corridor when not required</li> </ul>	
<b>Parkland</b> <b>PUD Note 35</b>	<ul style="list-style-type: none"> <li>Land or Fees Required based upon Residential Units</li> <li>Exceeding – Not Required</li> </ul>	<p>In addition to all required parkland dedication fees (approximately \$897,000 based upon 1,380 units) generated by this project, a \$200,000 donation will be made to either:</p> <ol style="list-style-type: none"> <li>Fund a study to determine the</li> </ol>	<ul style="list-style-type: none"> <li>Providing for additional funding for PARD initiatives beyond commitment to required parkland fees</li> </ul>	

	Note: 2008 PUD Tier 2 Open Space	feasibility of building a pedestrian and bike bridge across Lady Bird Lake east of IH-35; or 2. Fund the boardwalk trail program	
New PUD Ordinance Summary	<ul style="list-style-type: none"> <li>Exempt</li> </ul>	<ul style="list-style-type: none"> <li>Meets 12 of 12 applicable Tier 1 items</li> <li>Meets 3 of 3 Tier 1 additional items</li> <li>Meets 12 of 13 Tier 2 sections (see detail below)</li> </ul>	<ul style="list-style-type: none"> <li>Meeting the majority of the new PUD ordinance items of superiority that are not required or applicable to the project</li> </ul>

Although exempt from new PUD regulations, the PUD is meeting and/or achieving the following items from the new regulations:

Tier 1 (2.3.1) – Meeting 12 of 13 items

- a) Meet the objectives of the City Code
  - o The PUD meets the objectives of the City Code by providing for enhanced connectivity, a mixed use project within several major corridors, preserving large trees along Lakeshore Blvd. and providing for both onsite and offsite water quality measures while exceeding the landscaping and tree mitigation requirements;
- b) Provide for development standards that achieve equal or greater consistency with the goals in Section 1.1 than development under the regulations in the Land Development Code:
  - o the PUD intends to preserve the natural environment with increased landscaping and open access, encourage high quality development and innovative design by exceeding code standards and ensure adequate public services by providing increased transportation mobility per Section 1.1;
- c) Provide for a total amount of open space that equals or exceeds 10 percent of the residential tracts, 15 percent of the industrial tracts and 20 percent of the nonresidential tracts within the PUD, except that a detention or filtration area is excluded from the calculation unless it is designed and maintained as an amenity, and 2) the required percentage of open space may be reduced for urban property with characteristics that make open space infeasible if other community benefits are provided:
  - o the PUD provides for 20% open space overall, which includes detention and filtration areas that are considered amenities such as the regional wet pond;
- d) Comply with the City's PUD Green Building Program:
  - o the PUD will comply with the City's Green Building Program at a 2 Star level;
- e) Be consistent with applicable neighborhood plans, neighborhood conservation combining district regulations, historic area and landmark regulations, and compatible with adjacent property and land uses:
  - o the PUD meets the EROC Neighborhood Plan FLUM and the majority of the goals, and is compatible with adjacent property and land uses including existing and proposed condo and multifamily projects and commercial development;
- f) Provide for environmental preservation and protection relating to air quality, water quality, trees, buffer zones and greenbelt areas, critical environmental features, soils, waterways, topography, and the natural and traditional character of the land:

- the PUD provides for environmental preservation and protection relating to water quality, trees and waterways with the development of the regional wet pond and onsite water quality controls from the City's innovative measures list in addition to preservation of 21 of 26 large LCRA trees along Lakeshore Blvd. and tree mitigation of 10% above Code;
- g) Provide for public facilities and services that are adequate to support the proposed development including school, fire protection, emergency service and police facilities:
  - the PUD is planned to provide for a public facility to support the development that would include up to a maximum of 1,000 square feet of rent free space for either fire, emergency services or park police;
- h) Exceed the minimum landscaping requirements by the City Code:
  - the PUD is planned to exceed the minimum landscaping requirements of the Code by 10% above requirements with 80% of the plants being native and non-invasive per the Green Grow Program;
- i) Provide for appropriate transportation and mass transit connections to areas adjacent to the PUD and mitigation of adverse cumulative transportation impacts with sidewalks, trails and roadways;
  - ROADWAY ACCESS – Extension of Arena Drive to Tinnin Ford and 2 driveways from Arena to Lakeshore Blvd. to open access within the block;
  - PEDESTRIAN LINKAGE – Providing for increased pedestrian linkages from Riverside Drive to Arena Drive, through the regional pond and to Lakeshore Blvd. including a pedestrian crossing for Lakeshore Blvd;
  - BICYCLE LINKAGE – Increased bicycle access with striping along Lakeshore Blvd. beyond project boundaries;
  - TRANSIT ORIENTED DEVELOPMENT – Providing for a cohesive development for the potential future TOD development on the Riverside Drive parcel outside the PUD boundaries
- j) Prohibit gated roadways:
  - Gates along roadways will be prohibited in the PUD;
- k) Protect, enhance and preserve areas that include structures or sites that are of architectural, historical, archaeological, or cultural significance:
  - the PUD intends to protect and preserve 21 of 26 large oak trees donated by the LCRA along Lakeshore Blvd. that are of cultural significance and existing impervious cover removed from the Waterfront Overlay setback to allow for better tree growth. The remaining 5 trees will be transplanted;

- l) Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints:
  - o **the PUD land area is more than 20 acres.**

**Additional Tier 1 (2.3.2) – Meeting 3 of 3 items**

- a) Comply with Chapter 25-3, Subchapter E (Design Standards and Mixed Use):
  - o **the PUD complies with Commercial Design Standards and exceeds in some areas as noted below and in Tier 2;**
- b) Inside the urban roadway boundary depicted in Figure 2, Subchapter E, Chapter 25-2 (Design Standards and Mixed Use), comply with the sidewalk standards in Section 2.2.2, Subchapter E, Chapter 25-2 (Core Transit Corridors, Sidewalks and Building Placement)
  - o **Arena Drive will be upgraded from Urban Roadway to Core Transit Corridor standards within the PUD;**
- c) Contain pedestrian-oriented uses as defined in Section 25-2-691(C) (Waterfront Overlay District Uses) on the first floor of a multi-story commercial or mixed use building:
  - o **Pedestrian oriented uses will be located on the first floor of multi-story commercial or mixed use buildings within the PUD.**

**Tier 2 (2.4) – Meeting 12 of 13 applicable items**  
**Open Space**

Provides open space at least 10% above the requirements of Section 2.3.1. A (*Minimum Requirements*) Alternatively, within the urban roadway boundary established in Figure 2 of Subchapter E of Subchapter 25-2 (Design Standards and Mixed Use), provide for proportional enhancements to existing or planned trails, parks, or other recreational common open space in consultation with the Director of the Parks and Recreation Department.

- o **Planned to provide for proportional enhancements to existing or planned trails, parks and open space with PARD via a \$200,000 contribution for either a feasibility study of a pedestrian bridge across Lady Bird Lake or for the proposed boardwalk.**

**Environment**

Does not request exceptions to or modifications of environmental regulations. Provides water quality controls superior to those otherwise required by code. Uses innovative water quality controls that treat at least 25 percent additional water quality volume and provide 20 percent greater pollutant removal, in addition to the minimum water quality volume required by code.



Provides water quality treatment for currently untreated, undeveloped off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code. Provides minimum 50-foot setback for unclassified waterways with a drainage area of five acres or greater. Provides at least a 50 percent increase in the minimum waterway and critical environment feature setbacks required by code. Clusters impervious cover and disturbed areas in a manner that preserves the most environmentally sensitive areas of the site that are not otherwise protected. Provides pervious paving for at least 50 percent or more of all paved areas in non-aquifer recharge areas. Prohibits uses that may contribute to air or water quality pollutants.

- o **Providing for water quality controls superior to those otherwise required by Code. Water quality treatment for currently untreated off-site areas with drainage and treatment of at least 25% additional water quality (100 acres) that accounts for a 250% increase in pollutant removal. In addition uses that may contribute to air or water quality pollutants are prohibited.**

#### Art

Provides art approved by the Art in Public Places Program in open spaces, either by providing art directly or by making a contribution to the City's Art in Public Places Program or a successor program.

- o **The PUD is planned to have 3 plaza locations where public art will be provided.**

#### Great Streets

Complies with City's Great Streets Program, or a successor program. Applicable only to commercial, retail, or mixed-use development that is not subject to the requirements of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).

- o **N/A - the PUD is subject to Design Standards.**

#### Community Amenities

Provides community or public amenities, which may include spaces for community meetings, day care facilities, non-profit organizations, or other uses that fulfill an identified community need.

- o **Planned to provide up to a maximum of 1,000 square feet of rent free space for either community meetings, day care facilities or non -profit organizations.**

#### Transportation

Provide bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation features not required by code.

- Providing for additional bicycle lanes beyond the PUD boundaries along both sides of Lakeshore from Riverside to Tinnin Ford and along Arena making the connection to Lakeshore from Town Creek when not required by Code
- Providing for a dedicated space for the Austin CarShare Program;

#### Building Design

Exceeds the minimum points required by the Building Design Options of Section 3.3.2 of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).

- Providing for a 40 foot base wall with 70 degree angle setback for Areas 2, 3 & 4, which exceeds Waterfront Overlay regulations
- Providing for limitations on building coverage when not required by Code
- The PUD intends to exceed the minimum points for building design related to the following points:
  - 2 Star Green Building (2 points)
  - Providing for liner stores in building façade (1+ points)
  - Providing primary entrance design (1 point)
  - Providing for roof design (1 point);
  - Providing for building materials meeting the standards outlined (1 point)

#### Parking Structure Frontage

In a commercial or mixed-use development, at least 75 percent of the building frontage of all parking structures is designed for pedestrian-oriented uses as defined in Section 25-2-691(C)(Waterfront Overlay District Uses) in ground floor spaces.

- Within mixed-use buildings, at least 75% of the ground floor of the building frontage of the parking structure facing the principal street is designed for pedestrian oriented uses in ground floor spaces;

#### Affordable Housing

Provides for affordable housing or participation in programs to achieve affordable housing.

- The PUD will be providing for an affordable component at the City's option, either:

- Provide 10% of the MF units (above existing MF-3 density) at 80% of MFI;
- Provide \$1,500,000 in funds to the Austin Housing Finance Corporation or another designated entity to provide affordable housing for senior citizens at another location; or
- A value equivalent combination of either of the options listed above.

#### Historic Preservation

Preserves historic structures, landmarks, or other features to a degree exceeding applicable legal requirements.

- Preservation of historic trees along Lakeshore Blvd. donated by the LCRA is proposed with a restriction of removal of no more than 5 trees totaling 110 caliber inches for construction of two driveways;
- Existing impervious cover to be removed from Waterfront Overlay setback to allow for better tree growth

#### Accessibility

Provides for accessibility for persons with disabilities to a degree exceeding applicable legal requirements.

- The PUD is planned to provide for 2.5% of accessible units to be available for persons with disabilities beyond the legal requirements (equates to 25% above standard requirements);

#### Local Small Business

Provides space at affordable rates to one or more independent retail or restaurant small businesses whose principal place of business is within the Austin metropolitan statistical area.

- Provide a minimum of 10% of the total retail space for a locally-owned small business at a rental rate below market value

**Waterfront Overlay Regulations  
Related to the South Shore PUD Proposal**

***§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Setback Regulations***

- The PUD meets the required 50 foot setback south of Lakeshore Boulevard for Areas 1, 2 3 and 5 and increases the setback to 100 feet for Area 4

***§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Height Regulations***

- The existing PUD area within the Waterfront Overlay includes a base zoning district of MF-3 (40 feet height). The PUD proposes a base district of MF-6, which allows for 90 feet in height. The areas of the PUD within the Waterfront Overlay are proposed as 60 feet in height for Area 1 and 90 feet in height with a 40 foot base wall and 70 degree angle stepback for Areas 2, 3 and 4. PUD zoning is not superseded by the height limitations of the Waterfront Overlay. The PUD proposes several items of superiority as a basis for increased height.

***§ 25-2-721 Waterfront Overlay Combining District Regulations on Parking Structures and Park Facilities***

- The PUD proposes to conform to the primary setback with no parking areas or structures proposed. The PUD does not propose any park facilities within the primary setback.
- The PUD proposes to prohibit surface parking.
- The PUD proposes to provide all parking structures either subgrade, partially subgrade, surrounded by usable space of architecturally integrated. The PUD is not adjacent to Town Lake, the Colorado River, parkland, or a creek named in this part.

***§ 25-2-721 Waterfront Overlay Combining District Regulations on Design Standards***

- The PUD intends to comply with design standards for buildings per this section. The PUD is across the street from public parkland and proposes to exceed the base wall requirement by requiring a 40 foot base wall with the portion of a structure built above the base wall oriented toward Arena Drive within an envelop delineated by starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from the line parallel to an away from the surface of Lakeshore Boulevard to a maximum height of 90 feet for Areas 2, 3 and 4.



**ENVIRONMENTAL BOARD MOTION 030106 B-2**

**Date:** March 04, 2009

**Subject:** South Shore District PUD C814-2008-0087

**Motioned By:** Phil Moncada

**Seconded By:** Rodney Ahart

**Recommendation:** The Environmental Board recommends approval with conditions for South Shore District PUD C814-2008-0087 includes exceptions:

1. LDC 25-8-261 (Critical Water Quality Zone) to construct a regional water quality pond within the critical water quality zone;
2. LDC 25-1-21 (Definition of "site") to allow site development to comply with development standards on an overall basis, rather than tract by tract;
3. LDC 25-2-243 (Proposed District Boundaries Must be Contiguous) to allow the PUD area to be considered contiguous;
4. LDC 25-2-491 (Permitted, Conditional, and Prohibited Uses) to allow certain GR uses to be permitted (per Exhibit B);
5. LDC 25-2-492 (Site Development Regulations) to be allowed 120 feet height.

**Watershed Protections and Development Review and Neighborhood Planning and Zoning Staff Recommendations:**

1. Impervious cover will be restricted to no more than 75% gross site area (15.12 acres);
2. Water quality pond shall be a wet pond or alternative equivalent as approved by Environmental Resource Management;
3. Area around water quality pond will have trees and other appropriate landscaping to enhance aesthetics (at a minimum, overall site will have landscaping provided at 10% above what is required by ECM Section 2);
4. A publicly accessible walking trail will be constructed along water quality pond where feasible;
5. A fence bordering the water quality pond will only be constructed only as required by COA design criteria;
6. At least 80% of landscaping will be from COA GrowGreen Guide, and no invasive plants will be used;
7. 2-star Austin Energy Green Building Standards will be provided for all buildings, with 25% above energy code requirements;

8. Arena Drive will be required to follow the Core Transit Corridor criteria of the Commercial Design Standards;
9. Integrated Management Plan will be provided for entire PUD area; and
10. Tree mitigation at least 10% above standard requirement will be provided.

**Board Conditions:**

1. Applicant agrees to revise PUD note number 9. This site will participate in the Regional Stormwater Management Program or receive a Detention waiver with no costs participation from the City of Austin.
2. Applicant agrees to reduce impervious cover from 75% down to 74%.
3. Applicant will not remove more than 5 (five) trees totaling 110 caliper inches in order to construct two driveway approaches on South Lakeshore Blvd.

**Rationale:**

The project has staff support and a reduction in impervious cover. In addition, the regional wet pond will treat over 100 acres of offsite stormwater runoff that was not treated before. This will remove approximately 22,000 lbs. of total suspended solids from runoff that was previously untreated.

**Vote:** 5-0-0-2

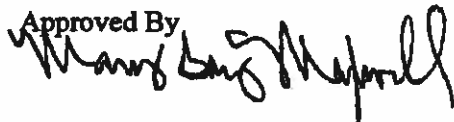
**For:** Ahart, Beall, Bezanson, Dupnik and Moncada

**Against:** Maxwell and Neely

**Abstain:** None

**Absent:** None.

**Approved By**



Mary Gay Maxwell, Chair

**South Shore District PUD**  
**Meeting with City Staff and Applicant to Discuss Regional Wet Pond as Amenity**  
**August 12, 2009**

Attendees:

Ingrid McDonald, Watershed Protection and Development Review  
Tom Franke, Environmental Resource Management  
Stephen Rye, Planning and Development Review  
Gabe Bruehl, Bury + Partners  
Daryl Benkendorfer, Land Design Partners  
Zac Tolbert, Land Design Partners  
Michele Rogerson, Drenner & Golden

Purpose:

The purpose of the meeting was to follow the recommendation issued on June 23, 2009 by the Planning Commission that "Staff and the Applicant work together to define and apply amenity features to the regional water quality pond, using the Central Market pond as a model, to guarantee superiority in terms of both aesthetics and functionality".

- ❖ Tom Franke noted that he has been working on the Central Market pond and is familiar with amenity examples.
- ❖ Based upon the Central Market pond, items discussed for amenities included benches in shade, trash receptacles, a crushed granite trail that is designed to allow for maintenance access and educational signage about the function of the pond.
- ❖ Lighting was discussed but it was noted that on other projects the Parks Department prefers to discourage nighttime usage for safety reasons.
- ❖ Ingrid McDonald noted that John Gleason of Environmental Resource Management was unable to attend but sent correspondence indicating the use of certain plants and an Integrated Management Plan will be desired. Those items are already covered in Notes 12 and 26 respectively. Mr. Gleason also noted that the developer should prepare for a large maintenance budget.
- ❖ Discussion was had regarding the use of makeup water for the pond. Staff would prefer that makeup water not be used for irrigation of landscaping.
- ❖ Discussion of trees was had regarding the majority of the trees in the existing unclassified waterway being of not good quality. The pond will be dug down deeper to preserve the existing floodway and trees within those areas will need to be removed.
- ❖ Stephen Rye noted in a later correspondence that EROC requested that "non-linear, curving edges" and "layered vegetation" be used to describe the pond as an amenity

Based upon the discussion, the following PUD Plan Notes will be revised to further solidify that the proposed regional wet pond will be used as an amenity:

Note 24 will be revised to specifically list amenities such as benches, a trail, landscaping, maintenance, educational signage, non-linear curving edges and layered vegetation subject to City of Austin approval.

Note 29 will be revised to clarify that the proposed publicly accessible trail will be positioned according to accessibility standards per City of Austin approval. The trail will connect through the project from Arena to Lakeshore Drive.



**Date:** May 7, 2009 (Revised September 15, 2009)  
**To:** Stephen Rye, Case Manager  
**CC:** Kathy Hornaday, P.E., HDR/WHM Transportation Engineering, Inc.  
**Reference:** South Shore PUD TIA, C814-2008-0087

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the South Shore PUD, dated December 19, 2008, prepared by HDR/WHM Transportation, and offers the following comments:

The South Shore PUD TIA covers a total of 20.17 acres. The site is located in southeast Austin and is bound by E Riverside Drive, Lakeshore Drive and Tinnin Ford Road.

The property is currently zoned Multi-Family Residential (MF-3), Multi-Family Residential – Neighborhood Plan (MF-3-NP), and Community Commercial – Neighborhood Plan (GR-NP). Currently 527 apartment units exist on the property. The applicant has requested a zoning change to Planned Unit Development (PUD) and proposes to redevelop the site with 1,380 apartment units, 87,000 ft<sup>2</sup> of retail, and 10,000 ft<sup>2</sup> of high turnover restaurant. The estimated completion of the project is expected in the year 2012.

### **TRIP GENERATION**

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 12,601 new unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development:

<b>Table 1. Trip Generation</b>						
			<b>AM Peak</b>		<b>PM Peak</b>	
<b>LAND USE</b>	<b>Size</b>	<b>ADT</b>	<b>Enter</b>	<b>Exit</b>	<b>Enter</b>	<b>Exit</b>
Apartments	1,380 DU	7,372	119	475	441	237
Retail	87,000 SF	3,845	58	37	158	171
High Turnover Restaurant	10,000 SF	688	35	32	33	21
<b>Total</b>		<b>11,905</b>	<b>212</b>	<b>544</b>	<b>632</b>	<b>429</b>

### **ASSUMPTIONS**

1. Based on traffic volumes collected from TxDOT, a two percent annual growth rate was applied to all roadways within the study area.
2. In addition to these growth rates, background traffic volumes for 2012 included estimated traffic volumes for the following projects:



- Libertad Bank SP-05-1381C
- 2237 E Riverside SP-04-0018C
- AutoZone #3069 SP-04-0185C
- Storage USA SP-02-0174F
- El Gran Mercado SP-00-2475C
- Jefferson Commons at Town Lake SP-02-0194C
- Colorado River Park SPC-04-0021C
- HEB Austin #12 SP-05-1260C
- Riverside Plaza C8-06-0022.0A
- Lakeshore Waterfront C14-04-0129
- Lakeshore Blvd C814-06-0109

3. Reductions were taken for pass-by for the following uses:

<b>Table 3. Summary of Pass-By and Internal Capture Reductions</b>		
<b>Pass-By Reductions %</b>		
<b>Land Use</b>	<b>AM</b>	<b>PM</b>
Shopping Center	24%	34%
Hi-Turnover Restaurant	33%	43%
<b>Internal Capture Reductions %</b>		
<b>Land Use</b>	<b>AM</b>	<b>PM</b>
All Land Uses	3%	3%

4. A ten percent transit reduction was assumed for all land uses during both the AM and PM peak periods based on the 27 bus stops in the vicinity of the study area.

### **EXISTING AND PLANNED ROADWAYS**

**IH 35** – The AMATP classifies IH 35 as a six-lane freeway between Cesar Chavez Street and US 290 (W). According to TxDOT traffic counts, the 2006 traffic volume on IH 35, north of Riverside Drive, was approximately 153,000 vehicles per day (vpd). According to the AMATP, IH 35 is committed to be upgraded to an eight-lane freeway with High Occupancy Vehicle (HOV) lanes, between Cesar Chavez Street and US 290 (W) by 2025.

**Riverside Drive** – The AMATP classifies Riverside Drive as a six-lane divided major arterial between IH 35 (S) and SH 71 (E). City of Austin traffic counts indicate that the 2005 traffic volume on Riverside Drive, west of Willow Creek Drive was approximately 47,000 vpd. Per the AMATP, Riverside Drive is committed to be upgraded to an eight-lane divided major arterial between IH 35 (S) and SH 71 (E) by 2025. An additional 60 feet of Right of Way (ROW) is recommended between IH 35 (S) and Lakeshore Drive. The City is currently conducting a corridor study for Riverside Drive. The study, East Riverside Drive Corridor Plan, will include transportation recommendations along Riverside Drive to create an improved vehicular, pedestrian, and transit supportive roadway. The Austin Bicycle Plan recommends Priority 1 Route 60 from IH 35 (S) and SH 71 (E).

**Lakeshore Boulevard** – The AMATP classifies Lakeshore Boulevard as a two-lane minor arterial between Riverside Drive and Pleasant Valley Road. Lakeshore Boulevard transitions into a four-lane roadway at its intersection with Riverside Drive. City of Austin traffic counts indicate that the 2006 traffic volume on Lakeshore Boulevard, west of Tinnin Ford Dr. was approximately 11,700 vpd. According to the AMATP, Lakeshore Boulevard is committed to be upgraded to a four-lane minor

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arterial between Riverside Drive and Pleasant Valley Road. The Austin Bicycle Plan recommends Priority 1 Route 62 from Riverside Drive to Pleasant Valley Road.

**Pleasant Valley Road** – The AMATP classifies this roadway as a four-lane undivided major arterial from Colorado River to Riverside Drive. City of Austin traffic counts indicate that the 2005 traffic volume on Pleasant Valley Road, north of Riverside Drive was approximately 19,600 vpd. Per the AMATP, Pleasant Valley Road is committed to be upgraded to a four-lane divided major arterial, between Colorado River and Riverside Drive. The Austin Bicycle Plan recommends Priority 1 Route 61 from Lakeshore Boulevard to Riverside Drive.

**Arena Drive/Parker Lane** – Arena Drive is currently a two-lane undivided roadway in the vicinity of the site. Arena Drive transitions into a four-lane roadway at its intersection with Riverside Drive. As part of the development, Arena Drive is proposed to be extended (to the east) to intersect Tinnin Ford Road, and is proposed to align with a Lakeshore PUD site driveway. The Austin Bicycle Plan recommends Priority 1 Route 59 on Arena Drive from Town Creek Drive to Riverside Drive. Parker Lane is currently a four-lane undivided roadway in the vicinity of the site. The Austin Bicycle Plan recommends Priority 1 Route 59 on Parker Lane from Riverside Drive to Woodland Avenue.

**Royal Crest Drive** – Royal Crest Drive is currently a two-lane undivided roadway in the vicinity of the site. No improvements are currently planned for this roadway in the vicinity of the site.

**Town Creek Drive** – Town Creek Drive is currently a two-lane undivided roadway in the vicinity of the site. The Austin Bicycle Plan recommends Priority 1 Route 59 from Lakeshore Boulevard to Arena Drive.

**Tinnin Ford Road/Burton Drive** – Tinnin Ford Road is currently a two-lane undivided roadway in the vicinity of the site. No improvements are currently planned for this roadway. Burton Drive is currently a two-lane undivided roadway in the vicinity of the site. No improvements are currently planned for this roadway in the vicinity of the site.

**Willow Creek Drive** – Willow Creek Drive is currently a two-lane undivided roadway in the vicinity of the site. Willow Creek Drive transitions into a three-lane roadway at its intersection with Riverside Drive. No improvements are currently planned for this roadway in the vicinity of the site. The Austin Bicycle Plan recommends Priority 1 Route 68 from Woodland Avenue to Oltorf Street.

**Wickersham Lane** – Wickersham Lane is currently a four-lane undivided roadway in the vicinity of the site. Wickersham Lane transitions into a five-lane roadway at its intersection with Riverside Drive. City of Austin traffic counts indicate that the 2004 traffic volume on Wickersham Lane, north of Cromwell Circle was approximately 9,000 vpd. No improvements are currently planned for this roadway in the vicinity of the site.

**Elmont Drive** – Elmont Drive is currently a two-lane undivided roadway in the vicinity of the site. Elmont Drive is proposed to be reconfigured to provide a 90 degree “T” intersection with Tinnin Ford Road as part of the Lakeshore PUD development. Further improvements are recommended for this roadway as part of the South Shore District PUD development.

#### **INTERSECTION LEVEL OF SERVICE (LOS)**

The TIA analyzed 24 intersections, of which 8 are or will be signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Intersection	2008 Existing		2012 Forecasted		2012 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
IH 35 and Riverside Drive*	F	F	F	F	F	F
Riverside Drive and Lakeshore Boulevard*	B	C	C	D	C	D
Riverside Drive and Arena Drive/Parker Lane*	B	C	C	C	D	C
Riverside Drive and Royal Crest Drive*	A	C	A	B	A	B
Riverside Drive and Tinnin Ford Drive/Burton Drive*	E	C	F	D	F	D
Riverside Drive and Willow Creek Drive*	B	C	B	D	B	D
Riverside Drive and Pleasant Valley Road *	D	D	D	E	D	D
Riverside Drive and Wickersham Lane *	C	C	C	C	C	C
Lakeshore Boulevard and Town Creek Drive	A	A	A	A	A	A
Town Creek Drive and Arena Drive	A	A	A	A	A	B
Riverside Drive and Private Driveway/Town Creek Drive	A	A	A	A	A	A
Lakeshore Boulevard and Tinnin Ford Road	A	A	A	E	B	A
Tinnin Ford Road and Elmont Drive	A	A	D	A	B	A
Tinnin Ford Road and Arena Drive/Private Driveway	-	-	-	-	A	A
Lakeshore Boulevard Driveway A	-	-	-	-	A	A
Lakeshore Boulevard and Driveway B	-	-	-	-	A	A
Lakeshore Boulevard and Driveway C	-	-	-	-	A	A
Arena Drive and Driveway D	-	-	-	-	A	A
Arena Drive and Driveway E/Driveway G	-	-	-	-	A	A
Arena Drive and Driveway F	-	-	-	-	A	A
Town Creek Drive and Driveway H	-	-	-	-	A	A
Town Creek Drive and Driveway I	-	-	-	-	A	A
Tinnin Ford Road and Driveway J	-	-	-	-	A	A
Tinnin Ford Road and Driveway K	-	-	-	-	A	A
Town Creek Drive and Driveway L/Driveway M	-	-	-	-	A	A
Driveway N and Riverside Drive	-	-	-	-	A	A

\*SIGNALIZED

## **RECOMMENDATIONS**

1) Prior to City Council approval, fiscal is required to be posted for the following improvements:

<b>Intersection</b>	<b>Improvements</b>	<b>Total Cost</b>	<b>Pro-Rata Share %</b>	<b>Pro-Rata Share \$</b>
IH 35 & Riverside Dr.	Construct NB Right turn lane	\$355,486	6.0%	\$21,329
	Construct NB Through lane	\$50,705	6.0%	\$3,042
	Optimization of Signal Timing	\$5,000	6.0%	\$300
Riverside Dr & Lakeshore Blvd.	Extend EB left turn lane	\$45,725	17.4%	\$7,956
	Optimization of Signal Timing	\$5,000	9.6%	\$480
Riverside Dr. & Tinnin Ford Rd/Burton Dr.	Extend SB right turn lane	\$8,948	13.7%	\$1,226
	Optimization of Signal Timing	\$5,000	4.5%	\$225
Riverside Dr. & Willow Creek	Construct WB left turn lane	\$85,229	4.3%	\$3,665
Riverside Dr. & Pleasant Valley Rd.	Optimization of Signal Timing	\$5,000	2.7%	\$135
Lakeshore Blvd. & Tinnin Ford Rd.	Striping of a WB left turn lane	\$11,101	6.4%	\$710
	Installation of a Traffic Signal	\$112,500	6.4%	\$7,200
Tinnin Ford Rd.	Restripe for two-way center left turn lane w/ left turn bays from S Lakeshore to E Riverside	\$17,968	14.3%	\$2,569
Lakeshore Blvd.	Restripe for bike lane, south side of street, from west site boundary to Tinnin Ford	\$27,103	19.2%	\$5,204
Town Creek Dr.	Restripe for bike lane, from Arena Dr to E Riverside	\$16,287	16.3%	\$2,655
<b>Sub Total</b>		<b>\$751,051</b>		<b>\$56,697</b>

Fiscal estimates provided/sealed by Kathleen Hornaday, P.E. on February 13, 2009.

2) Several revisions have been made to the bicycle facilities that will be provided within and in the vicinity of this site. These additional improvements were agreed to by the Developer after several meetings with the City of Austin staff and the bicycle community. In addition to posting the required fiscal for the above improvements, fiscal is also being posted prior to Council approval for the following:

<b>Intersection</b>	<b>Improvements</b>	<b>Total Cost</b>	<b>Pro-Rata Share %</b>	<b>Pro-Rata Share \$</b>
Lakeshore Blvd.	Restripe for bike lane, from E Riverside to Tinnin Ford,	\$43,365	19.2%	\$8,326

	outside property boundary			
Tinnin Ford Rd.	Stripe for bike lane, from E Riverside to S Lakeshore	\$27,525	14.3%	\$3,936
Town Creek Dr.	Stripe for bike lane, from S Lakeshore to E Riverside, outside of property boundary	\$33,614	16.3%	\$5,479
	<b>Sub Total</b>	<b>\$104,504</b>		<b>\$17,741</b>
	<b>Total Cost</b>	<b>\$715,392</b>		<b>\$74,438</b>

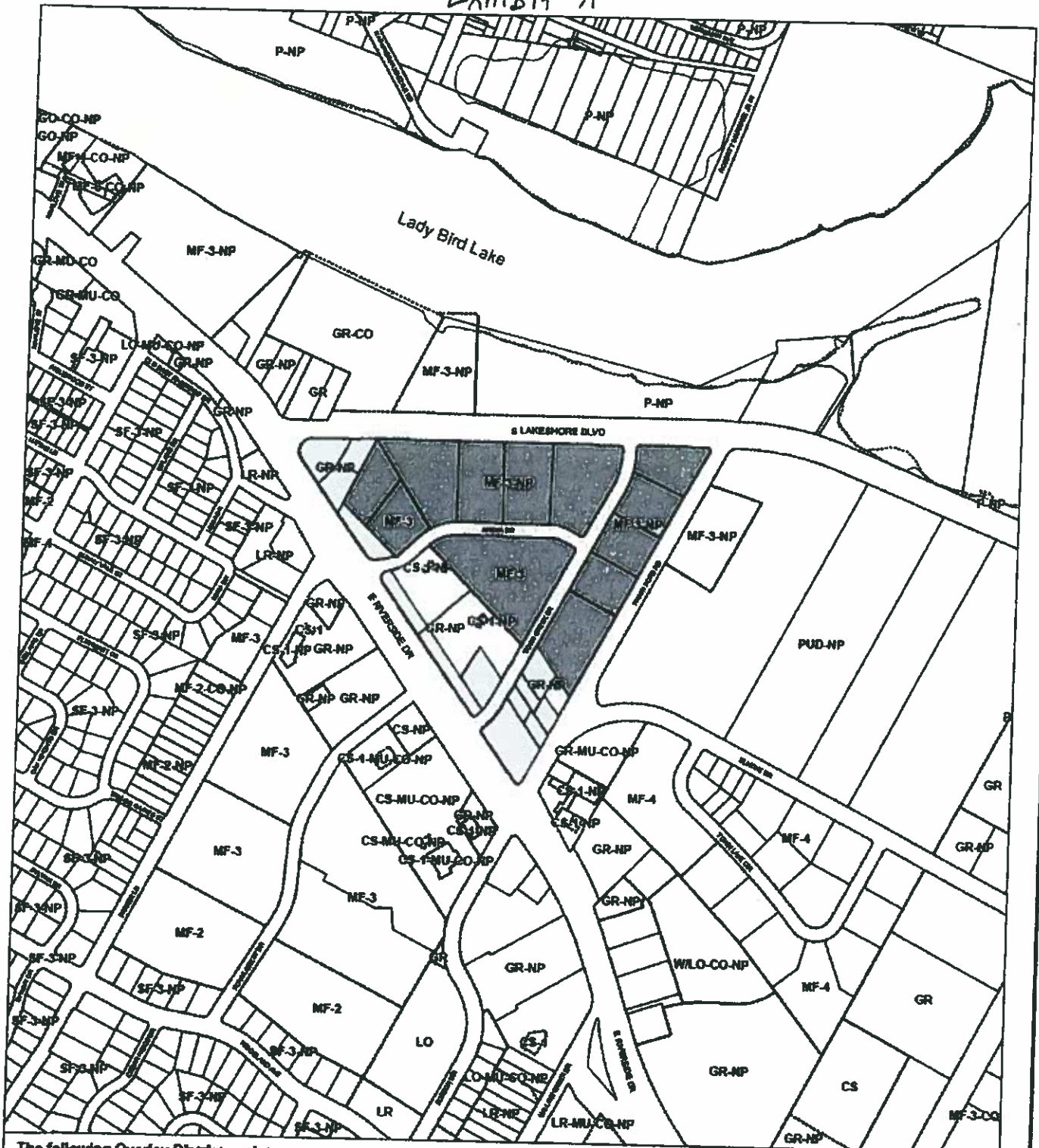
- 3) Assumed in the TIA is the reconstruction of Arena Drive between Riverside Dr and Tinnin Ford Rd to accommodate two 12-foot travel lanes and a six (6) foot bike lane and an eight (8) foot parking lane along each side of the road. The bike lanes will be striped as per City of Austin standards. This improvement will be funded in total by the applicant. Arena Drive will be extended past Town Creek Dr to Tinnin Ford Rd as a private drive. At the time of subdivision or site plan signed and sealed construction plans and cost estimates will be required for staff review and approval.
- 4) All site drives shall be constructed as recommended per the TIA.
- 5) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-3428.



**Amber Mitchell**  
 Sr. Planner ~ Transportation Review Staff  
 Watershed Protection and Development Review

# Exhibit A



The following Overlay Districts exist within the geographic extent of this map.

- Overlay Districts present within Subject Tracts
  - \* Residential Design Standards
  - \* Waterfront Overlay Districts
  - \* Waterfront Overlay Setbacks
  - \* Scenic Roadways
  - Neighborhood Planning Areas
  - Capital View Corridors



Date Printed: August 21, 2008

**Subject Tracts**

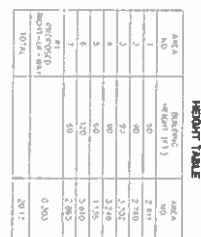
This map has been prepared by the City of Austin as a general study map and is not intended for any other use. No warranty is made by the City regarding its accuracy or completeness. Representation is not provided without permission from the City of Austin - GIS - Regional Mapping

**Exhibit B**  
**Proposed Additional Permitted Commercial Uses**

Bed & Breakfast (Group 1)	Professional Office
Bed & Breakfast (Group 2)	Research Services
Administrative & Business Offices	Restaurant (General)
Administrative Services	Restaurant (Limited)
Art Gallery	Software Development
Art Workshop	Theater
Business or Trade School	College and University Facilities
Business Support Services	Communication Service Facilities
Cocktail Lounge	Community Recreation (Private)
Commercial Off-Street Parking	Community Recreation (Public)
Communications Services	Counseling Services
Consumer Convenience Services	Cultural Services
Consumer Repair Services	Day Care Services (Commercial)
Financial Services	Day Care Services (General)
Food Sales	Day Care Services (Limited)
General Retail Sales (Convenience)	Family Home
General Retail Sales (General)	Group Home, Class I (General)
Hotel-Motel	Group Home, Class I (Limited)
Indoor Entertainment	Group Home, Class II
Indoor Sports and Recreation	Guidance Services
Medical Offices (not exceeding 5,000 sq.ft)	Hospital Services (Limited)
Medical Offices (exceeding 5,000 sq.ft)	Local Utility Services
Off-Site Accessory Parking	Private Primary Educational Facilities
Outdoor Sports and Recreation	Private Secondary Educational Facilities
Personal Improvement Services	Public Primary Educational Facilities
Personal Services	Public Secondary Educational Facilities
Pet Services	Religious Assembly
Printing & Publishing	Safety Services

**Prohibited Uses**  
**(per Planning Commission Recommendation)**

- Drive Through Services



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